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REPORT OF LIVERPOOL



ANNUAL REPORT

OF THE


MEDICAL OFFICER OF HEALTH

TO THE

PORT HEALTH AUTHORITY

FOR THE YEAR

1950.



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PORT HEALTH AUTHORITY OF LIVERPOOL.

REPORT FOR THE YEAR 1950

BY THE
MEDICAL OFFICER OF HEALTH.

This is the 78th Annual Report on the work of the Liverpool Port Health Authority.

Circular 101/49 of the Ministry of Health, dated 15th November, 1949, directs that "The Authority will instruct their Medical Officer of Health to prepare his Annual Report for 1949 on the lines indicated in Memorandum 302/SA."

Memorandum 302/SA reads as follows:—

PORT HEALTH AND RIPARIAN AUTHORITIES.

ANNUAL REPORTS OF MEDICAL OFFICERS OF HEALTH.

(1) Article 17 (5) of the Sanitary Officers (Outside London) Regulations, 1935, provides that a Medical Officer of Health shall, as soon as practicable after the 31st day of December in each year, make an Annual Report to the Authority up to the end of December on the sanitary circumstances, the sanitary administration, and the vital statistics of the district, containing, in addition to any such matters upon which he may consider it desirable to report, such information as may from time to time be required by the Minister.

(2) Article 27 (18) of the Regulations provides that the Sanitary Inspector shall, as soon as practicable after the 31st day of December in each year, furnish the Medical Officer of Health with a tabular statement containing the following particulars:—

- (a) The number and nature of inspections made by him during the year;

- (b) The number of notices served during the year, distinguishing statutory from informal notices;
- (c) The result of the service of such notices.

(3) The Records of the Authority should accordingly be kept in such form as to enable their Medical Officer of Health to prepare his Report without delay at the close of each year. The Report should be in the form and sequence indicated herein—the lettering of the tables being adhered to.

(4) The Medical Officer of Health should include in his Report any comments which he may think desirable

- (1) under the several heads indicated herein, and
- (2) in regard to the need for any developments or extensions which, in his opinion, are necessary to render the work of the Authority fully efficient.

(5) In the case of those Ports which are approved under the Aliens Order, 1920, for the landing of aliens, the Medical Officer of Health should report generally upon the work of medical inspection of aliens.

The above-mentioned directions have been followed in so far as the information asked for is available.

WATER SUPPLY.

(a) THE PORT.

The water on the east side of the River Mersey is supplied by the Liverpool Corporation, and on the west side of the river by the Birkenhead and Wallasey Corporations and the West Cheshire Water Board.

(c) SHIPPING.

Vessels in dock are supplied from shore hydrants. There are no water boats in the Port of Liverpool. A constant check is kept by the Port Health inspectors on the cleanliness and condition of ships' drinking water tanks. Should any contamination be suspected, samples of the water are taken for examination by the City Bacteriologist.

(c) AIRPORT.

Water supplied by the Liverpool Corporation. Aircraft are supplied from taps at the Airport.

PORT HEALTH REGULATIONS, 1933 AND 1945.

The routines for carrying out the measures of the Port Health Regulations, 1933 and 1945, were fully described in the Annual Report for the years 1938 and 1947, and are consequently omitted.

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

In accordance with the above regulations, notices are erected at suitable sites on the Cheshire and Lancashire sides of the River Mersey stating that the Order made under the above regulations by the Liverpool Port Health Authority on 2nd February, 1939, and the amending Order of 7th June, 1944, are still operative. The Orders state that mussels and rockles taken from the prescribed area are polluted, and that a person shall not sell, or expose or distribute or offer for sale, or have in his possession for the purpose of sale for human consumption any mussels or cockles taken from within the area.

Samples of shellfish from the prescribed area were submitted to the City Bacteriologist for examination.

No prosecutions were instituted during the year.

MEASURES AGAINST RODENTS.

The measures taken against rodents have been continued during the year on the same lines as were shown in the Annual Report for 1949.

A constant survey of shore premises did not reveal any pronounced infestation of rats, although a number of slight infestations were found.

INSPECTION OF DOCK PREMISES.

The following defects and nuisances were dealt with on dock premises :—

Description of Premises	Defective or Inadequate					Structural Defects	Rat Harborage	Rat Infestation	Accumulated Refuse	Noxious Effluvia	Dirty Conditions	Verminous Conditions	Damp Conditions	Water Supply	Miscellaneous
	Lighting	Heating	Ventilation	W.C. Accommodation	Drainage										
Dock Sheds	—	—	—	—	—	1	21	26	41	—	1	—	—	—	—
Canteens ...	1	—	2	1	41	26	1	5	3	—	13	—	1	—	3
Factories ...	—	—	—	—	—	—	3	4	—	—	—	—	—	—	—
Quays ...	—	—	—	—	—	—	6	10	59	—	—	—	—	—	—
Roadways ...	—	—	—	—	—	—	1	1	3	—	—	—	—	—	—
Offices ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Railway Premises ...	—	—	—	—	—	—	1	2	3	—	—	—	—	—	—
Warehouses	—	—	—	—	—	—	2	12	—	—	—	—	—	—	—
Mills ...	—	—	—	—	—	—	2	8	—	—	—	—	—	—	—
Latrines ...	—	—	—	5	—	—	—	—	—	—	—	—	—	—	—
Lairages ...	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—
	1	—	2	6	41	27	37	70	109	—	14	—	1	—	3

During the year 1950 a complete survey of all latrines on the Dock Estate was carried out. It was noted that new w.c.s constructed since the previous survey in 1948 were of pedestal wash-down type, suitably screened and provided with separate doors to ensure privacy.

Infectious Diseases.

No case of either Plague, Cholera, Yellow Fever, or Typhus was landed at Liverpool during the year, and none occurred in Liverpool-bound ships.

No rodent plague was discovered either in ships or among the rat population ashore.

The number of ships visited by the Assistant Port Medical Officers was 1,122, of which 980 were from infected ports. Of the vessels boarded in the river 207 were bound for Manchester.

SMALLPOX.

During the year, one case of smallpox was landed at Liverpool, and two cases occurred in Liverpool-bound vessels, but had been landed abroad.

M.V. "CIRCASSIA."

The m.v. "Circassia" arrived at Liverpool at 16.00 hours on March 12th, 1950, and was boarded on arrival by the senior assistant port medical officer and the assistant port medical officer. The ship's surgeon reported that a lascar member of the crew had been removed to hospital at Karachi on February 20th, 1950, suffering from smallpox.

<i>Details of voyage.</i>	<i>Arrived.</i>	<i>Departed.</i>
Liverpool		7.1.50
Port Said	16.1.50	17.1.50
Aden	20.1.50	21.1.50
Karachi	25.1.50	26.1.50
Bombay	27.1.50	17.2.50
Karachi	18.2.50	20.2.50
Bombay	22.2.50	22.2.50
Aden	26.2.50	27.2.50
Port Said	3.3.50	3.3.50
Liverpool	12.3.50	

History. A lascar deckhand, aged 32 years, was taken ill on February 19th suffering from headache, backache, and pyrexia. On February 20th he reported to the ship's surgeon, who found on examination that he had a papular rash on the face, most marked on the forehead, and a few commencing papules on both wrists. The trunk and lower extremities were free. The rash was uniform in size and character.

Vaccination History. A true account of the vaccination history of the patient could not be obtained, but the ship's surgeon stated that he had been vaccinated several times. The ship's surgeon diagnosed the case as one of smallpox, and the patient was removed to hospital at Karachi immediately.

Precautionary Measures. The crew were all vaccinated, and disinfection was carried out by the Karachi Port Health Authority. There were no passengers aboard at the time, and embarkation did not commence until after the removal of the patient and the completion of disinfection.

On arrival at Liverpool the 316 passengers and 232 crew were examined, vaccination certificates inspected, and the addresses of destination checked. No further cases nor suspected cases were discovered and the vessel was released from detention at 18.00 hours. As the incubation period had expired before arrival of the vessel at Liverpool no further action was considered necessary.

S.S. "CILICIA."

The s.s. "Cilicia" arrived at Liverpool at 1 a.m. on April 16th, 1950, from Karachi and Bombay and was boarded on arrival by the assistant port medical officer.

<i>Details of voyage.</i>	<i>Arrived.</i>	<i>Departed.</i>
Karachi	2.3.50	2.3.50
Bombay	4.3.50	23.3.50
Karachi	25.3.50	27.3.50
Bombay	29.3.50	29.3.50
Aden	3.4.50	3.4.50
Port Said	7.4.50	7.4.50
Liverpool	16.4.50	

The ship's surgeon reported the following cases:—

- (1) Male child, aged 5 years, 1st class passenger, chickenpox.
- (2) Female child, aged 3 years, 1st class passenger, scarlet fever.
- (3) One female adult, 1st class passenger, subacute abdomen.

The boarding medical officer was not satisfied with the diagnosis of the chickenpox case and called out the senior assistant port medical officer.

History of Case. The patient, a boy aged 4 years, was taken ill on April 8th, when a few spots appeared on his face. Temperature 100°, pulse 80. On examination at Liverpool he was found to have a mild discrete rash in the scabbing stage.

Distribution of rash: face, hands, wrists, feet, and a few isolated lesions on the back. The rash was uniform in size and shape, all in the same stage and the lesions in the palms of the hands were deep-seated and dark brown in colour. The patient was vaccinated in infancy—two visible marks. It was stated that he had been revaccinated two years ago, but there were no visible marks.

The patient was removed to the Port Health Hospital as a case of very mild smallpox.

Precautionary Measures at Liverpool. All passengers and crew were medically examined and vaccination certificates inspected. All the native crew were revaccinated. The names and addresses of destination of passengers and crew were checked and the various Medical Officers of Health informed. No fewer than one hundred and thirty letters were despatched by the same evening, Sunday, April 16th. No further cases were discovered, and the vessel was released from restriction at 07.00 hours. The crew were kept under surveillance during the stay of the vessel at Liverpool.

M.V. "PRAH."

On June 8th, 1950, information was received from the Medical Superintendent, Messrs. Elder, Dempster Lines, Ltd., that a member of the crew of the m.v. "Prah" had been sent to hospital at Sekondi on May 24th, 1950, suffering from chickenpox and that the diagnosis was subsequently amended to smallpox. The m.v. "Prah" arrived at Liverpool on June 20th, 1950, and was boarded in the river by the senior assistant port medical officer and the assistant port medical officer.

The Captain reported that a Nigerian galley boy, aged 34, who had signed on at Lagos on May 2nd, had been landed to hospital on May 24th suffering from suspected chickenpox. He had subsequently been informed that the diagnosis had been amended to smallpox.

<i>Details of voyage.</i>	<i>Arrived.</i>	<i>Departed.</i>
Liverpool		27.3.50
Las Palmas	3.4.50	3.4.50
Freetown	9.4.50	9.4.50
Apapa/Lagos	14.4.50	12.5.50
Takoradi	13.5.50	27.5.50
Freetown	31.5.50	1.6.50
Las Palmas	8.6.50	9.6.50
Dublin	16.6.50	19.6.50
Liverpool	20.6.50	

Preventive Measures. The crew and passengers were vaccinated at Freetown on May 31st, 1950. All passengers and crew were examined on arrival at Liverpool and their addresses of destination checked. No further cases nor suspected cases were discovered and as the incubation period had expired no further action was considered necessary.

SUSPECTED SMALLPOX.

Two cases of suspected smallpox occurred in vessels bound for Liverpool. Both cases had been landed before arrival.

M.V. "DORSETSHIRE."

The m.v. "Dorsetshire" arrived at Liverpool on February 27th, 1950, from Australia via Colombo, Port Said and Amsterdam, and was boarded before docking by an assistant port medical officer. The ship's surgeon reported that one case of suspected smallpox, a native member of the crew, had been landed to hospital at Suez on February 9th, 1950, and a passenger, aged 3 years, was landed at Amsterdam on February 22nd, 1950, suffering from chickenpox. One other passenger, aged 3 years, was also sent to hospital at Amsterdam for observation, probably chickenpox.

<i>Details of voyage.</i>	<i>Arrived.</i>	<i>Departed.</i>
Fremantle		13.1.50
Djakarta	20.1.50	21.1.50
Colombo	27.1.50	28.1.50
Suez	9.2.50	9.2.50
Port Said	10.2.50	10.2.50
Amsterdam	22.2.50	24.2.50
Liverpool	27.2.50	

History of Case. The patient was taken ill on January 30th, 1950, when he was reported to have both a rash and a rise of temperature. The rash was distributed all over the body in varying stages. From the history it seems probable that this was a case of chickenpox.

Precautionary Measures. (i) All persons aboard were vaccinated at Suez and disinfection was carried out by the Suez Port Health Authority.

(ii) All persons aboard were examined on arrival at Liverpool; one member of the crew was removed to hospital suffering from malignant tertian malaria. As the incubation period had expired no further action was considered necessary.

S.S. "CLAN BRODIE."

On March 15th, 1950, information was received from the Clan Line Shipping Company that a case of modified smallpox had been landed from the s.s. "Clan Brodie" at Suez, and that the vessel was proceeding direct to Liverpool and was due on March 23rd, 1950.

On March 23rd a wireless message was received from the vessel stating that the estimated time of arrival was 10.20 hours and that there was one case of modified smallpox aboard.

The vessel was boarded in the river by the senior assistant port medical officer and the assistant port medical officer and the suspected case examined immediately.

<i>Details of voyage.</i>	<i>Arrived.</i>	<i>Departed.</i>
Liverpool ..		15.12.49
Dakar	22.12.49	22.12.49
Cape Town	1. 1.50	4. 1.50
Durban	7. 1.50	17. 1.50
Lourenco Marques	18. 1.50	20. 1.50
Mauritius	24. 1.50	30. 1.50
Boanamary	3. 2.50	7. 2.50
Koiltthottam	14. 2.50	21. 2.50
Tuticorn	21. 2.50	23. 2.50
Alleppey	24. 2.50	26. 2.50
Calicut	27. 2.50	27. 2.50
Cochin	28. 2.50	3. 3.50
Aden	9. 3.50	9. 3.50
Suez	13. 3.50	13. 3.50
Port Said	14. 3.50	14. 3.50
Liverpool	23. 3.50	

History of Case. An Indian fireman, aged 32 years, first reported sick at 07.50 hours on March 22nd, 1950, and when examined by the Chief Steward of the vessel was found to have a rash on the face and trunk. He was immediately isolated in the ship's hospital. Examination on

arrival showed that the patient had a very mild discrete vesicular rash, superficial and somewhat irregular in size, and distributed on the trunk and face. The form and distribution of the rash was typical chickenpox.

All persons aboard were examined, and one other Indian seaman was discovered with an early chickenpox rash on the trunk. Another Indian seaman had obviously had chickenpox about three or four weeks previously, and this man was probably the cause of the outbreak.

History of Case removed at Suez. The patient, a lascar, was taken ill on March 11th, 1950, suffering from pyrexia, and a rash distributed on the face, chest, and trunk. The rash appeared on the first day of illness. It is probable that this was also a case of chickenpox.

Precautionary Measures at Suez. All persons aboard were vaccinated and disinfection carried out by the Port Health Authority.

Precautions at Liverpool. Two Indian seamen were removed by tug and ambulance to the Port Health Hospital, one suffering from chickenpox and the other for observation. All persons aboard were examined. Disinfection of the hospital, bedding, quarters, etc., was carried out by the Port Health Authority. The names and addresses of the white crew were obtained, but it was not thought necessary to notify the Medical Officers of Health of destination. The native crew remained aboard the vessel.

SMALLPOX CONTACTS.

On April 5th, 1950, information was received from the Glasgow Port Health Authority that 112 Goanese stewards of the s.s. "Circassia" had been in contact with a case of smallpox during the period March 25th-26th. All the men were vaccinated on March 27th, 1950. The vessel docked at Birkenhead on April 4th, 1950, and contacts were kept under surveillance until April 11th, 1950. No case of smallpox occurred.

ANTHRAX.

On May 27th, 1950, information was received from the Wallasey Public Health Department that a cargo checker working in the Birkenhead Docks had been admitted to hospital suffering from anthrax. His work did not entail the handling of cargo. The usual enquiries were carried out. No further cases occurred.

On August 28th, 1950, the Public Health Department reported that a dock worker had been admitted to Fazakerley Hospital that day suffering from anthrax. He had been employed in a vessel between August 8th and August 17th discharging wet hides overside into barges. He first noticed what he thought to be a pimple on his left forearm on August 12th, 1950. He did not consult anybody until August 26th, when he attended a hospital out-patient department. He was transferred to Fazakerley Hospital on August 28th, and the case was confirmed as one of anthrax.

MALARIA.

During the year, 103 new cases of malarial fever were notified, which were either landed in Liverpool or had recovered abroad, in 66 vessels.

The names and addresses of the patients, with particulars of the treatment given, together with the movements of the vessels, were forwarded to the Ministry of Health.

The number of cases of infectious disease *landed from vessels* arriving in the Port of Liverpool and those occurring in Liverpool bound ships which were disposed of *prior to the arrival of the vessels* at the port, are shown in the following tables:—

Cases of infectious sickness landed from vessels.

Diseases.	No. of Cases during 1950.		No. of Vessels concerned.	Average No. of cases in previous 5 yrs
	Passengers.	Crew.		
Plague	—	—	—	—
Cholera	—	—	—	—
Yellow Fever	—	—	—	—
Smallpox	1	—	1	1
Typhus Fever	—	—	—	1
Scarlet Fever	2	1	3	6
Enteric Fever	3	—	3	11
Diphtheria	—	3	3	6
Measles and German Measles	17	2	10	33
Chickenpox	5	6	8	21
Tuberculosis	100	16	58	225
Pneumonia	4	6	10	13
Dysentery	1	2	3	11
Malaria	11	17	24	44
Mumps	2	2	4	12
Poliomyelitis	1	1	2	2
Erysipelas	—	1	1	1
	147	57	130	387

**Cases of infectious sickness occurring on vessels during the voyage
but disposed of prior to arrival.**

Diseases.	No. of cases during 1950.		No. of vessels concerned.	Average No. of cases in previous 5 years.
	Passengers.	Crew.		
Plague	—	—	—	—
Cholera	—	—	—	—
Yellow Fever	—	—	—	—
Smallpox	—	4	4	3
Typhus Fever	—	—	—	—
Scarlet Fever	1	—	1	1
Enteric Fever	1	3	4	5
Diphtheria	—	—	—	2
Measles and German Measles ...	30	1	15	26
Chickenpox	11	6	15	16
Tuberculosis	3	4	7	7
Pneumonia	6	3	9	7
Malaria	8	67	42	184
Mumps	6	2	7	5
Poliomyelitis	2	—	2	3
Dysentery	3	3	4	32
Erysipelas	1	—	1	—
Whooping Cough	2	—	2	—
Leprosy	—	1	1	—
	74	94	114	291

There were 124 cases of venereal disease reported on board 79 vessels arriving in the port during the year. These were referred, where circumstances required, for treatment at the Seamen's Dispensary.

HYGIENE OF CREW SPACES. •

During the year careful attention has been paid to the inspection of crew spaces by the Port Health inspectors. Ships of all types and nationalities are inspected. The standard of crew accommodation varies with the age of the ship, the nationality, whether the crew is white or coloured, the trade in which the vessel is engaged, the efficiency of the master, and the habits and cleanliness of individual members of the crew.

In the past twenty years there has been a steady improvement in the standard of crew accommodation in ships of all nationalities. One expects to find new ships to-day possessing excellent washing facilities and w.c accommodation; comfortable well-furnished cabins, and recreation spaces, clean and free from vermin, for both officers and ratings. Unfortunately, this cannot be said of many of the older vessels.

The most common defects found are dirty and verminous quarters. Treatment usually consists of fumigation or spraying with insecticide, or both. Some shipping companies, very wisely, in addition to regular servicing in port, supply their vessels with sprays and a stock of insecticide so that treatment for vermin can also be carried out while the vessel is at sea.

It is sometimes found that offensive refuse is thrown on the open deck, often galley refuse flung on a heap of ashes. In such cases immediate removal is requested and the offenders advised to store such refuse in bins and make suitable arrangements for frequent removal.

Nuisances in ships usually come under the following headings: Dirty quarters, washrooms, w.c.s, water tanks, or bilges; verminous quarters (cockroaches, bed bugs, rats, etc.): w.c.s discharging on to the quay; accumulations of offensive refuse; ship's gear stowed in crew's quarters; damp quarters; leaky deckheads; defective bulkheads, portlights, sky-

lights, deck coverings, lockers, chain or hawse pipes; w.c. fittings, waste-pipes or scuppers or defective washing facilities, and sometimes inadequate lighting or drainage.

As in previous years, there has been a very marked willingness by owners or agents to co-operate with the Port Health Authority and have defects remedied.

From time to time letters are received from other ports enumerating defects in various ships bound for Liverpool. In all such cases an endeavour is made to see that these defects are corrected to our satisfaction, and the port in question advised on completion.

CANAL BOATS. Public Health Act, 1936, Part X.

A Port Health inspector is engaged one day each week on the inspection of canal boats plying in the river or docks.

Number of boats inspected	512
Number of boats inspected for registration ...	5
Number of boats found with contraventions ...	51
Number of contraventions	66
Number of contraventions remedied	57

EXAMINATION OF SHIPS CARRYING PILGRIMS.

One vessel was inspected and certified as complying with the requirements of the International Sanitary Convention of Paris, 1926, for the carriage of pilgrims.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Fifteen notices were issued during the year. Ten birds of the parrot species were destroyed under the supervision of officers of the Port Health Authority. Ninety-two birds were imported under permit to Zoological Societies.

Amount of Shipping Entering the Port during the Year 1950.

CLASS OF VESSELS	Number (1)	Tonnage (2)	Number Inspected		Number reported to be defective (5)	Number of vessels on which defects were remedied (6)	Number of Vessels on which defects were found and reported to Ministry of Transport Surveyors (7)	Number of Vessels reported as having, or having had, during the voyage, infectious disease on board (8)
			By the Medical Officer (3)	By the Sanitary Inspector (4)				
SAILING FOREIGN—								
Steamers ...	5,473	10,697,240	1,122	2,964	625	613	—	}
Motor ...								
Sailing ...								
Fishing ...								
TOTAL FOREIGN...	5,473	10,697,240	1,122	4,765	931	917	—	184
SAILING COASTWISE—								
Steamers ...	6,970	3,434,664	—	231	19	11	—	}
Motor ...								
Sailing ...								
Fishing ...								
TOTAL COASTWISE	6,970	3,434,664	—	386	22	13	—	12
TOTAL FOREIGN AND COASTWISE	12,443	14,131,904	1,122	5,151	953	930	—	196

Figures in columns 1 and 2 supplied by H.M. Collector of Customs for this Port.

Character of Trade of Port.

The Port of Liverpool trades with all parts of the world, and almost every conceivable kind of cargo is carried by ships arriving in the Mersey.

Passenger Traffic during 1950.

No. of Passengers ...	1st Class.	2nd Class.	3rd Class.	Tourist Class.	Transmigrants.
Inwards	28,727	6,540	856	30,932	3,380
Outwards		NOT AVAILABLE.			

DANGEROUS DRUGS.

During the year 93 certificates authorising the purchase of scheduled dangerous drugs were issued under the Dangerous Drugs (No. 3 Regulation), 1923, amending the Dangerous Drugs Regulations, 1921, regulation 15 of which is as follows:—

“If a foreign ship in any port in Great Britain requires to obtain a supply of any of the drugs in order to complete the necessary equipment of the ship, the Master of the ship is authorised to purchase and be in possession of such quantity of any of the drugs as may be certified by the Medical Officer of Health of the Port where the ship is (or in his absence by the Assistant Medical Officer of Health of the Port) to be necessary for the purpose, the quantity not to exceed what is required for the use of the ship until it reaches its home port. The certificate given by the Medical Officer or Assistant Medical Officer of Health of the Port shall be marked by the supplier with the date of the supply and shall be retained by him and kept for inspection.”

INTERNATIONAL SANITARY CONVENTION OF PARIS, 1926.

ARTICLE 28.

During the year, 147 fumigations were carried out for the purpose of obtaining deratisation certificates and in addition 520 vessels were granted deratisation exemption certificates, making a total of 667 examinations under Article 28.

Measures of Rat Destruction in Plague-“Infected” or “Suspected” Vessels or in vessels from Plague-Infected Ports during the year 1950.

Total Vessels Arriving	No. Fumigated with SO ₂	No. of Rats Killed	No. Fumigated with HCN	No. of Rodents Killed	No. Fumigated with both HCN & SO ₂	No. of Rats Killed	No. of such vessels in which Trapping, etc., was employed	No. of Rodents Killed	No. of such vessels in which measures of Rat Destruction were not carried out
980*	2	4 rats	62	489 rats 212 mice	Nil	Nil	701	270 rats 49 mice	90

* Including 207 vessels bound for Manchester.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year 1950.

Net Tonnage	No. of Ships	Number of Deratisation Certificates issued after Fumigation with		After Trapping, Poisoning, etc.	TOTAL	No. of Deratisation Exemption Certificates issued	Total Certificates issued
		H.C.N.	Sulphur				
Up to 300 Tons ...	18	—	—	—	—	18	18
From 301 to 1,000 Tons ...	55	1	—	—	1	54	55
From 1,001 to 3,000 Tons ...	118	25	3	—	28	90	118
From 3,001 to 10,000 Tons ...	454	96	9	—	105	349	454
Over 10,000 Tons ...	22	13	—	—	13	9	22
TOTALS ...	667	135	12	—	147	520	667

Number and species of rats caught, in the City and Port of Liverpool during the year 1950.

1950	Warehouses		Sewers		Other Places		Total		Ships		Quays		Other Sources		Total	
	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown
January ...	154	223	—	786	2	73	156	1,082	299	—	80	40	62	48	441	88
February ...	232	130	—	744	—	76	232	950	67	—	88	22	75	34	230	56
March ...	159	179	—	797	2	72	161	1,048	155	—	77	10	58	20	290	30
April ...	141	214	—	756	—	69	141	1,039	63	—	56	17	55	17	174	34
May ...	162	114	—	868	—	95	162	1,077	98	1	45	14	59	11	202	26
June ...	99	266	—	830	1	63	100	1,159	27	—	65	27	35	21	127	48
July ...	159	195	—	936	1	96	160	1,227	100	—	62	13	40	22	202	35
August ...	198	321	—	829	9	93	207	1,243	29	—	54	14	14	9	97	23
September ...	162	324	—	804	1	105	163	1,233	111	—	130	7	101	10	342	17
October ...	232	314	—	719	1	153	233	1,186	205	—	126	21	73	11	404	32
November ...	195	363	—	817	1	93	196	1,273	207	—	117	8	101	46	425	54
December ...	185	337	—	592	—	42	185	971	225	—	72	5	54	17	351	22
TOTAL ...	2,078	2,980	—	9,478	18	1,030	2,096	13,488	1,586	1	972	198	727	266	3,285	465

Number and Species of Rats examined or destroyed in the City and Port of Liverpool during the year 1950.

1950	Examined (City).		Destroyed (City).		Examined (Port).		Destroyed (Port).		Total Caught	
	Black.	Brown.	Black.	Brown.	Black.	Brown.	Black.	Brown.	City and Port.	Black and Brown.
January	16	142	140	940	168	71	273	17	1,767	
February	23	78	209	872	180	51	50	5	1,468	
March	25	63	136	985	157	29	133	1	1,529	
April	13	58	128	981	120	25	54	9	1,388	
May	9	60	153	1,017	124	21	78	5	1,467	
June	12	56	88	1,103	106	47	21	1	1,434	
July	24	26	136	1,201	105	34	97	1	1,624	
August	40	37	167	1,206	83	23	14	—	1,570	
September	15	72	148	1,161	256	17	86	—	1,755	
October	29	77	204	1,109	255	32	149	—	1,855	
November	22	54	174	1,219	236	51	189	3	1,948	
December	31	76	154	895	162	21	189	1	1,529	
TOTAL	259	799	1,837	12,689	1,952	422	1,333	43	19,334	

Rats destroyed during 1950.

(1) In vessels:—

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
ack	299	67	155	63	98	27	100	29	111	205	207	225	1,586
rown	—	—	—	—	1	—	—	—	—	—	—	—	1
pecies not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
ats examined ..	28	35	32	25	32	17	20	18	35	66	39	59	406
ats found in- ted with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

(2) In Docks, Quays, Wharves and Warehouses:—

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
ack	142	163	135	111	104	100	102	68	231	199	218	126	1,699
rown	88	56	30	34	25	48	35	23	17	32	54	22	464
pecies not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
ats examined ...	211	196	154	120	113	136	119	88	238	221	248	124	1,968
ats found in- ted with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

Number of Mice destroyed in vessels 439

Do. do. do. on quays 327

Do. do. examined from vessels and quays 284

The combined returns of all rats and mice caught and destroyed by shipping firms employing their own rat-catchers, by rat catching companies, and by the Public Health Authority, during the year 1950, are as follows:—

					Rats	Mice	Rats	Mice
PORT—								
In vessels	...	...	...	...	2,466	439		
On quays	...	...	...	...	2,163	327		
							4,629	766
CITY—								
In warehouses	...	...	...	...	5,058	2,404		
In sewers and from other sources	...			...	10,526	364		
							15,584	2,768
							TOTAL ...	
							20,213	3,534

N.B.—In addition to the above 4,612 rats were caught and destroyed by the Dock Board ratcatcher during the year.

Number of Visits to Vessels by Rat Catchers	...	...	...	6,322
Do. do. do. Rat Searchers	...	...	...	5,348
Do. do. Quays, Sheds, etc. , by Inspectors	...	...	...	6,198
Do. do. do. do. Rat Searchers	...	...	...	3,335
Do. do. do. do. Rat Catchers	...	...	...	16,090

Inspection of Shipping.

Year 1950.

Nationality	Visits	Re-Visits	Total
British	3,993	953	4,946
Dutch	278	3	281
Norwegian	165	14	179
Swedish	150	4	154
American	142	5	147
Danish	91	10	101
Panama	57	22	79
Spanish	51	14	65
Italian	44	11	55
Greek	32	16	48
Finnish	26	—	26
German	25	—	25
Belgian	15	—	15
French	14	—	14
Portuguese	12	5	17
Egyptian... ..	11	—	11
Chilian	9	3	12
Argentine	8	2	10
Brazilian... ..	7	1	8
Yugo-Slavian	6	4	10
Russian	4	1	5
Polish	3	1	4
Turkish	3	—	3
Uruguayan	2	—	2
Liberian	1	1	2
Israel	1	—	1
Costa Rica	1	—	1
Total	5,151	1,070	6,221

Summary of Insanitary Conditions during the year 1950.

Class of Vessels	Number Inspected	Number in which Nuisances were found	Per cent.		
SAILING FOREIGN—					
Steamers	2,964	625	21·08		
Motor	1,801	306	16·99		
Sailing	—	—	—		
Total	4,765	931	19·54		
SAILING COASTWISE—					
Steamers	231	19	8·23		
Motor	154	3	1·95		
Sailing	1	—	—		
Total	386	22	5·7		
Nationality					
Nationality				Number Inspected.	Number in which Nuisances were found
British				3,993	853
Foreign				1,158	100
Total				5,151	953

Nuisances found in Vessels.

Defects of Original Construction (a)	Per cent. of Total Defects	Structural Defects through wear and tear (b)	Per cent. of Total Defects	Dirt, and other conditions prejudicial to health (c)	Per cent. of Total Defects
32	0·30	356	3·28	10,458	96·42

The following Table shows the number and Nationalities of the Vessels on which Defects were detected during the year 1950.

NATIONALITY	Number of Ships	Dirty Crew Quarters	Verminous Quarters	Dirty Wash-houses or W.C.'s.	Foul Water Tanks	Foul Bilges	Full or Choked W.C.'s	Accumulations of offensive refuse	Gear stowed in Crew's Quarters	Damp Quarters	Leaky Deckheads	Defective Heating System	Defective Bulkheads	Defective Port-lights, Sky-lights, etc.	Defective or inadequate Ventilation	Defective Deck Covering	Defective Lockers	Defective Chain or Hawse Pipes	Rat Harborage	Defective W.C. Fittings	Defective Soil Pipes	Defective Waste Pipes or Scuppers	Defective Washing Facilities	Inadequate Lighting	Inadequate Drainage	W.C.'s. Discharging on Quay	Miscellaneous	Total number of Defects	Total Remedied
British...	853	2570	6771	203	62	4	51	46	—	46	48	11	—	103	1	18	7	2	—	80	3	22	2	3	1	9	11	10074	9823
Panamanian ...	18	39	25	1	—	—	6	1	—	—	—	—	—	20	—	—	—	—	—	4	—	1	—	—	—	—	—	97	96
Greek ...	14	16	103	—	—	—	6	2	—	—	—	1	—	5	—	—	—	—	—	8	1	—	—	—	—	—	—	142	142
Spanish ...	14	12	22	8	—	—	—	1	—	—	—	—	—	8	—	1	—	—	—	—	—	1	—	—	—	—	—	53	52
Swedish ...	10	—	81	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	83	83
Italian ...	9	24	31	—	—	—	—	2	—	—	—	1	—	—	—	—	—	—	—	2	1	—	—	—	—	—	—	61	61
Norwegian ...	9	—	114	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	115	80
Danish ...	5	—	32	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33	30
Portuguese ...	4	10	9	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	20
American ...	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	—	5	5
Dutch ...	3	—	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30	29
Argentinian ...	2	—	27	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28	1
Brazilian ...	2	—	33	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33	33
Yugo Slavian ...	2	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	8	8
Egyptian ...	1	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	15
Finnish ...	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	—	—	—	—	—	—	—	4	4
French ...	1	—	28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28	—
Liberian ...	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	1
Russian ...	1	—	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	16
TOTALS ...	953	2686	7328	212	62	4	63	55	—	48	48	13	—	136	1	19	7	2	—	100	5	25	2	3	1	15	11	10846	10499

MEDICAL INSPECTION OF ALIENS.

The following table gives the total number of aliens arriving in the Port of Liverpool during 1950, and the number of each of the categories under which alien passengers are classified by the Immigration Department of the Home Office :—

Total aliens	Transmigrants	Residents returning	In transit
13,639	Nil	102	1,792
Visitors of 6 months or less		Diplomats and persons on Foreign Govt. Missions	Seamen
On holiday, tourist, &c.	On Business		
10,228	217	77	13
Seamen under Contract to join ships in British Waters		Ministry of Labour Permits	Other Aliens
254		86	870

Total number of vessels carrying Alien passengers ...	2,654
Number of Vessels dealt with by the Medical Inspector ...	219
Number of Aircraft dealt with by the Medical Inspector	12

Medical Inspection of Aliens. Year 1950.

	TOTAL.	Number Inspected by the Medical Inspector.	Number subjected to detailed examination by the Medical Inspector.	CERTIFICATES ISSUED					Landing necessary for adequate medical examination.	Transmi-grants.
				Lunatic Idiot or M.D.	Undesirable for medical reasons.	Physically incapacitated.	Suffering from acute infectious disease.			
(a) Total number of Aliens landing at the Port ...	13,639	12,118	239	1	—	—	—	—	—	
(b) Aliens refused permission to land by Immigration Officer	104	—	—	—	—	—	—	—	—	
(c) Transmigrants ...	—	—	—	—	—	—	—	—	—	
Total Aliens arriving at the Port ...	13,743	12,118	239	1	—	—	—	—	—	

FOOD INSPECTION.

Throughout the year 1950, the inspection of foods has been carried out in accordance with the various regulations governing imported foods.

Public Health (Imported Food) Regulations, 1937/48.

The difficulties referred to in previous reports regarding consignments of meat and meat products not bearing recognised official certificates as required, have again occurred during the past twelve months.

In the latter part of the year, the Ministry of Food issued a special leaflet to importers of meat and meat products which was copied in the Ministry of Food's "Bulletin," and summarised in some trade journals, setting out the requirements of the Public Health (Imported Food) Regulations, 1937/48, in reference to imported meat products.

The following are examples of difficulties or contraventions which have been encountered:—

S.S. "CLAN MAC TAVISH" @ SOUTH AFRICA, 14.4.50.

4,000 cases of canned sausages were landed; these did not bear any recognised official certificate as required, but a bulk certificate issued by the Union of South Africa Department of Agriculture and Forestry was produced by the importer. The labels on the cans stated that the contents had been examined and passed by a South African Government Inspector of the Veterinary Department.

This consignment was released after a warning had been given that any future consignment not complying with the regulations would have to be exported.

M.V. "DURHAM" @ NEW ZEALAND, 2.5.50.

Landed 10 bags of frozen beef livers not bearing any recognised official certificate. On examination, after partially defrosting, 20 per cent. of these livers were found to be affected with multiple cysts, and a further quantity had conical-shaped pieces cut away from their substance.

After consultation between the senior assistant port medical officer, representatives of the New Zealand Government Meat Board, and the Ministry of Food, it was agreed that the cystic portion would be used for industrial purposes and the balance for pharmaceutical purposes.

m.v. "TARANTIA" @ KARACHI, 27.7.50.

One cask of salted sheep casings was landed and found to be uncertificated. A "Health Certificate" was produced by the importer in an effort to obtain delivery, which was unsuccessful. Finally, a recognised official certificate, certified as referring to this consignment, was produced, after being flown here by air mail. This was finally accepted after further discussion and explanation to the importer that to conform to the regulations a certificate must be affixed to the goods before shipment.

s.s. "BAHRISTAN" @ BENGHAZI, 3.10.50.

One cask of salted sheep casings, the origin of which was found to be Cyrenaica, for which area no official certificate is recognised, was landed and detained. This cask was later exported.

EX VARIOUS SHIPS FROM FRANCE.

Several consignments of canned luncheon meat arrived and on examination it was found that the official certificate in each case was incomplete through not including the Establishment number described in Circular M.F. 1690.

These consignments were detained and ultimately covering bulk veterinary certificates were produced: the consignments were released on condition that undertakings were given by the importers to advise their packers in France that the Establishment number was an integral part of the recognised official certificate.

m.v. "DUNSTER GRANGE" @ ARGENTINE, 5.5.50.

2,480 bales of frozen clear bellies of pork. This consignment consisted of about eight pieces of belly pork per bale, from each of which about ten ribs and the sternum bone with the intercostal muscles and pleura had all been removed in the boning-out process, contravening B of the First Schedule. This matter was taken up with the Area Technical Adviser to the Ministry of Food for rectification in future consignments.

m.v. "SUFFOLK" @ NEW ZEALAND, 3.10.50.

Bales of frozen boneless sides of mutton for manufacturing purposes were imported. On examination the meat was of good quality and very little disease was found, but the system adopted for boning out the thoracic cavities contravened the Imported Food Regulations, First

Schedule, B. In the majority of cases the pleura had been completely stripped. Full details were supplied to the Ministry of Food and New Zealand House with a view to having the matter rectified.

Onchocerciasis (Worm Nodules).

Several consignments of boneless briskets of beef from Australia have been examined in detail after being partly defrosted. They varied from sound, to one consignment of 1,314 bags which proved to be 7·5 per cent. affected.

Caseous Lymphadenitis.

s.s. "URMSTON GRANGE" @ ARGENTINE (PATAGONIA), 15.7.50.

Two consignments of mutton carcasses from one packer were examined in full.

4,702 carcasses wether showed 2·8 per cent. affected.

26,697 carcasses ewe showed 3·3 per cent. affected.

s.s. "BARTON GRANGE" @ CHILE, 19.9.50.

One consignment of lamb carcasses was examined in full.

8,257 carcasses showed 9·2 per cent. affected.

Fresh Milk from Northern Ireland.

Specially chartered steamers were again engaged for a period of approximately six weeks, during September and October, in the carrying of about 20,000 gallons of fresh milk daily to this port. The milk arrived in good condition and was regularly sampled by the City Food and Drugs Department for chemical and bacteriological examination.

Importations of Fresh Meat, etc., into Speke Airport.

Six consignments of fresh lambs and offal from Dublin airport were landed during July and August, and immediately transferred by road transport to Stanley Market.

The total on each trip varied from 107 carcasses to 151 carcasses and accompanying offal. The meat was dressed in Waterford and arrived on Stanley Market, Liverpool, on the same day on which it was killed. This is a great saving in time, and commends itself greatly, especially during the summer months.

The methods of transport and handling were satisfactory, and the quality and condition of the meat on arrival very good.

One experimental consignment of fresh lettuce and cucumber from Holland weighing about three tons was landed in good condition for local markets.

Prevention of Damage by Pests Act, 1949.

All inspectors were appointed on 14.7.50 as Duly Authorised Officers for the purposes of this Act.

Public Health (Preservatives, etc., in Food) Regulations, 1926/48.

Samples of various foods were taken and submitted to the City Analyst for reports.

One such sample was from a consignment of 4,000 cases of canned cherries in syrup from Italy. The City Analyst reported that sulphur dioxide was present within the permitted amount, but hydrogen sulphide was also present. This consignment was exported.

Unsound and Damaged Cargoes.

A variety of unsound and damaged cargoes of foods were dealt with as follows:—

EX VARIOUS SHIPS FROM WEST AFRICA.

Regular consignments of coconuts arrive in a very unsatisfactory condition; many must have been old and unsound when shipped. These consignments were detained on landing pending examination, and several unsound consignments were destroyed; others, with a high proportion of unsound nuts, have been sorted under the supervision of the Port Health Authority, and the unsound portion destroyed.

s.s. "ALBISTAN" @ IRAN, 17.10.49.

Landed about 90,700 boxes of sultanas, from which one mark consisting of 12,953 boxes was found later to contain numerous pieces of stone resembling fruit, many pieces with razor sharp edges, embedded in the fruit. It was finally arranged that the whole of this consignment would be machine washed under pressure, passed over magnets to extract any metals, oven dried, and finally hand picked where necessary, under the supervision of the Port Health Authority in a local warehouse specially equipped to undertake work of this kind. The reconditioning was completed satisfactorily with a loss of weight equivalent to 5.8 per cent. of the total weight handled.

s.s. "RARANGA" @ AUSTRALIA, 27.1.50.

Landed 4,000 tins of frozen whole egg from which 49.9 per cent. was rejected for decomposition, and allocated for industrial purposes.

s.s. "DESTRIAN" @ ALEXANDRIA, 27.2.50.

Landed 7,700 bags of onions, all in various stages of decomposition. From this total, 4,877 bags were destroyed ex quay and 1,449 bags were sorted in local warehouses under supervision. From these 1,449 bags, the equivalent of 806 bags was destroyed.

s.s. "DUNSTER GRANGE" @ ARGENTINE, 2.5.50.

Landed about 2,000 carcasses of mutton and lamb damaged by brine. These were all sent to local cold stores and reconditioned under the supervision of the Port Health Authority.

m.v. "PACIFIC COAST" @ CORK, 3.7.50.

Landed about 5,000 cases of shell eggs from which 13 cases were found to be damaged by some corrosive acid. These 13 cases were taken to local warehouse pending further examination and samples were submitted to the City Analyst for report. The City Analyst reported "sulphuric acid contamination." The eggs were examined in detail by an inspector from this department and finally six complete cases and contents and the wood and inner packing only from a further seven cases were destroyed under supervision.

m.v. "SOBO" @ WEST AFRICA, 3.10.50.

Landed 505 cases of frozen poultry which were sent to local cold stores for further examination. The whole consignment of 5,096 chickens was finally rejected for decomposition and sent for industrial purposes. (The fault was apparently due to pre-shipment causes)

s.s. "BOTHNIA" @ ITALY, 12.10.50.

Landed 50 cases of canned hams which were diverted to local warehouse. A full examination was made and 14.6 per cent. of the cans rejected as blown and burst.

The cans in this consignment differed from the usual type of sanitary can by having a lead exhaust pipe with a lead seal at the end of each can.

m.v. "ORARI" @ AUSTRALIA, 3.11.50.

About 6,000 packages of frozen meats and 26,000 boxes of butter were landed, tainted from fuel oil, and were sent to local cold stores. The

meat was deodorised and later released, the butter was released to a special depot outside this district for reconditioning under the supervision of the local medical officer of health.

Fresh Mussels from Eire.

Consignments of fresh mussels from Eire via the Port of Dublin arrive frequently, and invariably have a certificate issued by the Irish Sea Fisheries Association, Ltd., Purification Station at County Kerry, or if uncertificated are consigned to the mussel purification station at Lytham St. Annes.

One consignment, consisting of 10 bags, did not come into either of these categories; a sample was taken and submitted to the City Bacteriologist, who reported faecal contamination present. The matter was taken up with the medical officer into whose district the mussels had been forwarded, and the medical officer at the point of origin.

UN SOUND SUGAR AND INEDIBLE ANIMAL FATS.

1,902 tons 15 cwt. 2 qr. 10 lb. of unsound sugar (loose-collected, sweepings, etc.) was dealt with during the year, and suitably disposed of to local Refiners for reconditioning.

89,935 packages of inedible animal fats were dealt with during the year, and suitably disposed of for industrial purposes.

Table showing the quantity and description of unsound meats utilised under supervision* during the year 1950:—

DESCRIPTION.	TOTAL WEIGHT		CAUSE OF DESTRUCTION					
	Tons cwts. qrs. lbs.		Tuberculous.		Brine stained, mouldy and decomposed.		Other causes.	
	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.
Beef	—	—	—	—	14	3	2	2
Mutton	—	—	—	—	10	13	2	17
Pork	—	—	—	—	1	13	0	23
Veal	—	—	—	—	—	1	1	0
Total	—	—	—	—	26	11	2	4
	31	3	0	3	4	11	2	4
					4	11	1	17

*These were destroyed or allowed to go for industrial purposes to the satisfaction of the Medical Officer.

Table showing the total quantities of the different unsound foodstuffs utilised under supervision during the year, 1950:—

	Tons	Cwts.	Qrs.	Lbs.
Beef, Mutton, Pork and Veal	31	3	0	3
Offal (Beef, Mutton, etc.)	7	1	2	2
Canned Goods	158	17	2	4
Fruit and Vegetables	1,797	18	3	25
Cereals	1,573	12	0	8
General (Fish, Poultry, Rabbits, etc.) ...	87	18	1	27
TOTAL	3,656	11	2	13

The following tables give the particulars of samples sent to the City Analyst and City Bacteriologist for examination during the year 1950:—

CITY ANALYST.						CITY BACTERIOLOGIST.					
Bacon	...	...	...	...	1	Cockles	...	...	...	...	4
Beef...	...	...	...	...	1	Faeces	...	...	...	...	1
Beef Liver	...	...	...	...	1	Luncheon Meat, Canned	...	...	...	...	5
Butter	...	...	...	...	1	Mussels	...	...	...	...	4
Cherries in Syrup	...	...	...	...	2	Salami Sausage	...	...	...	...	1
Chutney	...	...	...	...	1	Water	...	...	...	...	6
Eggs	...	...	...	...	1						
Luncheon Meat (Canned)	...	...	...	...	1						
Mutton	...	...	...	...	1						
Onion Powder, Dehydrated	...	...	...	...	1						
Tomatoes, Canned	...	...	...	...	1						
Tripe	...	...	...	...	1						
					<u>13</u>						<u>21</u>

In addition, 400 samples of goat hair, buffalo hair, black drawn bristle hair and wool were submitted for examination.

The Port Health Authority is also engaged in the issue of certificates of disinfection for foreign governments and other purposes in connection with the exportation of hides, wool, jute sacks and cloth, tailors' cuttings, rags, second-hand bags and clothing, bales of cotton, etc.

The department also endorses under the United States, Canadian and other regulations, certificates regarding wholesomeness of food articles, and the sanitary condition of the premises in which the articles are produced or stored, comprising poultry, game, cheese, bacon, hams, potatoes, preserved fish, pickled beef, tongues, sausage skins, lime juice, etc.

The work attached to preparing and recording these certificates is considerable, and takes up a large amount of time of the department.

I desire to express my appreciation of the valuable assistance received from H.M. Collector of Customs and staff, the Mersey Docks and Harbour Board and their officers, and the various shipping companies who have co-operated with the Port Health Authority in the maintenance of Public Health and the prevention of disease in the port. The Consular Bodies have at all times given courteous assistance.

W. M. FRAZER,
Medical Officer of Health,
Liverpool Port Health Authority

